

### Minor Thoroughfares

- ❑ Functional purpose – balanced mobility and access, moderate volume, low to medium speed
- ❑ Posted speed – 25 to 45 mph
- ❑ Cross section – ultimately three lanes (no more than one lane per direction) or less without median
- ❑ Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- ❑ ROW – no control of access
- ❑ Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- ❑ Intersecting facilities – intersections and driveways
- ❑ Driveways – full movement on two lane with center turn lane as permitted by the *Driveway Manual*

### Definitions

- ❑ Existing – Roadway facilities that are not recommended to be improved.
- ❑ Needs Improvement – Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. **“Needs improvement” does not refer to the maintenance needs of existing facilities.**
- ❑ Recommended – Roadway facilities on new location that are needed in the future.
- ❑ Interchange – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- ❑ Grade Separation – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- ❑ Full Control of Access – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- ❑ Limited Control of Access – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- ❑ Partial Control of Access – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- ❑ No Control of Access – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.